

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:01 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 771 Const Calendar Day: 238 Date: 28-Jan-2013 Monday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 05:30 pm Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.00"**Condition** Sunny to partly cloudyWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Used the Caltrans CT-1 Extensometer to measure the unstressed replacement bolts for cable band 34S. The measurements were taken by myself and John Lyons in the Pier 7 warehouse with the bolts placed on racks. I took all of the readings on the digital dial and recorded the number.

- Continued to investigate the amount to cut the Extensometer frame with John Lyons and Warren Collins. To reiterate the messenger cable, stanchion posts, and electrical pullboxes obstruct the Extensometer from measuring the top row of cable band bolts.

- Wrote outstanding diaries for last week.

☐**04-0120F4 Bid Item: 034 X-W2C-GTT.034 E-W Line Cross Over W2 Cap Stress & Grout Transverse Tendons**

AMERICAN WATER JETTING INC

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN WATER JETTING INC								
None of the Above		DOUG ZEIER	8.00	0.00	0.00	8.00		<input type="checkbox"/>
None of the Above		JACK GILBERT	8.00	0.00	0.00	8.00		<input type="checkbox"/>

Diary:

Dispute

Work description. 034 X-W2C-GTT.034

- Continued to clean out the debris seen in transverse tendon CBT-9 duct. Towards the end of the day Roto-Router can onsite and ran their camera through the duct. It appeared that the corrugated duct was deformed from both ends of the W2 cap beam approximately 66ft from the South and 110ft from the North end. At this point it appeared that all of the epoxy and concrete dust debris that was previously seen had been removed from the duct. ABF engineer Mark MacDonald informed AWJ that they were no longer needed as of today to clear the duct. It should be noted that there still was residual water in the duct that needs to be removed before strand placement.

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